

§ 61.55 Second-in-command qualifications.

(a) Except as provided in paragraph (d) of this section, no person may serve as a second in command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second in command unless that person holds:

(1) At least a current private pilot certificate with the appropriate category and class rating; and

(2) An instrument rating that applies to the aircraft being flown if the flight is under IFR.

(b) No person may serve as a second in command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second in command unless that person has within the previous 12 calendar months:

(1) Reviewed on the specific type aircraft, for which second-in-command privileges are requested, and that review must include becoming familiar with the aircraft's—

(i) Operational procedures on the powerplant, equipment, and systems;

(ii) Performance specifications and limitations;

(iii) Normal, abnormal, and emergency operating procedures;

(iv) Flight manual; and

(v) Placards and markings.

(2) Performed and logged practice in the type aircraft or in an approved flight simulator or approved flight training device that represents the type of aircraft for which second-in-command privileges are requested, and the practice must include at least—

(i) Three takeoffs and landings to a full stop as the sole manipulator of the flight controls;

(ii) Engine-out procedures and maneuvering with an engine out while executing the duties of a pilot in command; and

(iii) Flight deck resource management training.

(c) If a person complies with the requirements in paragraph (b) of this section in the calendar month before or the calendar month after the month in which compliance with this section is required, then that person is considered to have accomplished the training and practice requirements of paragraph (b) of this section in the month it is due.

(d) This section does not apply to a person who is:

(1) Designated and qualified as a pilot in command, under part 121, 125, or 135 of this chapter in that specific type of aircraft;

(2) Designated as the second in command, under part 121, 125, or 135 of this chapter in that specific type of aircraft; or

(3) Designated as the second in command in that specific type of aircraft for the purpose of receiving flight training required by this section and no passengers or cargo are carried on the aircraft.

(e) A person who holds a commercial or airline transport pilot certificate with the appropriate category and class rating need not meet the requirements of paragraph (b)(2) of this section, provided that pilot:

(1) Is conducting ferry flights, aircraft flight tests, or evaluation flights of an aircraft's equipment; and

(2) Does not carry any person or cargo aboard the aircraft, unless the person or cargo is considered necessary for the flight.

(f) To meet the requirements of paragraph (b)(2) of this section, a person may serve as a second in command in that specific type of aircraft, if:

(1) The flight occurs under day VFR or day IFR; and

(2) No person or cargo are carried aboard the aircraft, unless the person or cargo is considered necessary for the flight.

§ 61.56 Flight review.

(a) A flight review consists of a minimum of 1 hour of flight instruction and 1 hour of ground instruction. The review must include—

(1) A review of the current general operating and flight rules of part 91 of this chapter; and

(2) A review of those maneuvers and procedures which, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

(b) Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a 360 degree turn, in lieu of the 1 hour of flight instruction required in paragraph (a).

(c) Except as provided in paragraphs (d) and (e) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has—

(1) Accomplished a flight review given in an aircraft for which that pilot is rated by an appropriately rated instructor certificated under this part or other person designated by the Administrator; and

(2) A logbook endorsed by the person who gave the review certifying that the person has satisfactorily completed the review.

(d) A person who has, within the period specified in paragraph (c) of this

section, satisfactorily completed a pilot proficiency check conducted by the FAA, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege, need not accomplish the flight review required by this section.

(e) A person who has, within the period specified in paragraph (c) of this section, satisfactorily completed one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.

(f) A person who holds a current flight instructor certificate who has, within the period specified in paragraph (c) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions on 61.197(c), need not accomplish the 1 hour of ground instruction specified in subparagraph (a)(1) of this section.

(g) The requirements of this section may be accomplished in combination with the requirements of § 61.57 and other applicable recency requirements at the discretion of the instructor.

§ 61.57 Recent flight experience: Pilot-in-command.

(a) *General experience.*

(1) Except as provided by paragraph (e) of this section, no person may act as a pilot in command of an aircraft carrying passengers or as required pilot aboard an aircraft that requires more than one pilot crewmember unless that person has made at least three takeoffs and three landings to a full stop within the preceding 90 days, and:

(i) The person acted as sole manipulator of the flight controls;

(ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required), and if the aircraft to be flown is an airplane with a tailwheel landing gear, the takeoffs and landings must have been in a tailwheel airplane; and

(iii) Each required takeoff and landing involved a flight in the traffic pattern at the recommended traffic pattern altitude for the airport.

(2) A person may act as a pilot in command or as required pilot and sole manipulator of the controls for an aircraft that requires more than one pilot under day VFR or day IFR, provided no persons or property, other than that necessary for compliance with paragraph (a) of this section, are carried.

(b) *Night experience.* Except as provided by paragraph (e) of this section, no person may act as pilot in command of an aircraft carrying passengers at night, nor as a required pilot aboard an aircraft requiring more